



# Peabody Square Improvement Project



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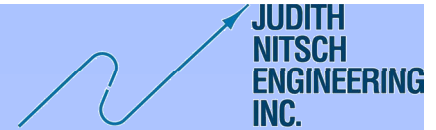


**JUDITH  
NITSCH  
ENGINEERING  
INC.**



**BOSTON  
TRANSPORTATION  
DEPARTMENT**

# Peabody Square Improvement Project



## Project Team

### City of Boston

Vineet Gupta, Director of Planning, BTD

Ralph DeNisco, Project Manager, BTD

Para Jayasinghe, City Engineer, BPWD

Molly Dunford, Mayor's Office of Neighborhood Services

### Design Team

Judith Nitsch Engineering, Inc.

Jerry Blumenthal, P.E.

Phil Viveiros, P.E., P.T.O.E.

Carol R. Johnson Associates, Inc.

Chris Jones, A.S.L.A.



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# Peabody Square Improvement Project

## Agenda

6:30

- Ø Background, Scope & Schedule
- Ø Existing Conditions
- Ø Design Opportunities

7:10

- Ø Review of St. Mark's Area Main Street Vision

7:30

- Ø Public Input/Discussion
- Ø What's Next

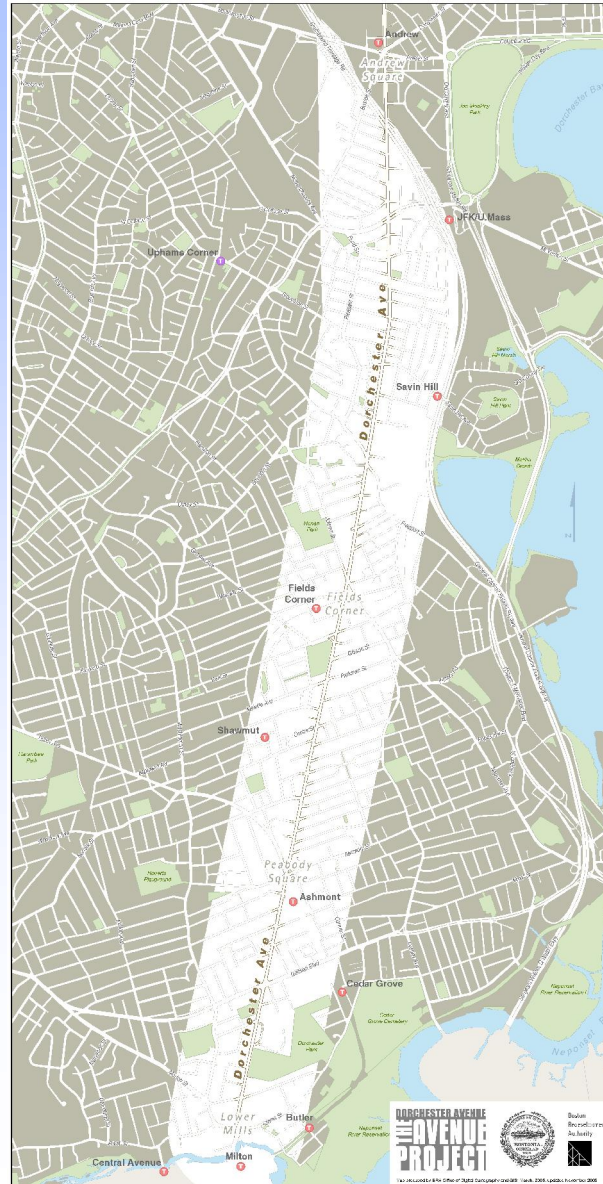


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# Peabody Square Improvement Project

## Background: Dorchester Avenue Project



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# Peabody Square Improvement Project

## Background: Ashmont Station Improvement Project



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# Peabody Square Improvement Project

## Background: Trinity TOD/Housing Project



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# Peabody Square Improvement Project

## Design Area



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# Peabody Square Improvement Project

## Project Schedule



### Preliminary Design (25%)

Data Collection & Analysis

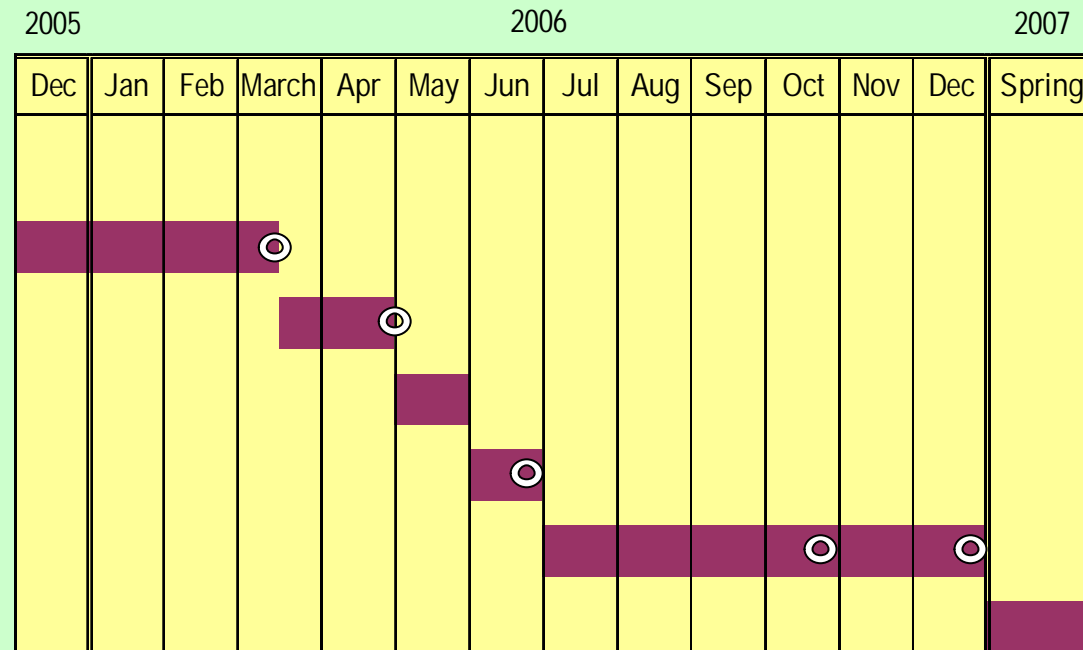
Refinement of Alternatives

Design Concept

Preliminary Design (25%)

### Final Design (100%)

### Construction



○ --- Public Meeting

Ongoing Coordination with Dot Ave. Task Force & Artist



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# Peabody Square Improvement Project

## Core Project Needs

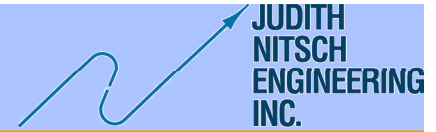
- Ø Revitalize Square to promote commercial and community activity
- Ø Create a safe, attractive, and accessible environment for all users
- Ø Simplify roadway configuration and reduce points of conflict
- Ø Enhance sidewalks and provide pedestrian-scale amenities
- Ø Provide for placemaking and area gateway



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## Data Collection - Existing Conditions

### Data Collection

- Ø Conducted Vehicle and Pedestrian Volume Counts
- Ø Prepared Topographic Survey Plan
- Ø Inventoried Study Area
- Ø Reviewed SMAMS Report
- Ø Performed Preliminary Traffic Analysis

### Existing Conditions

- Ø Traffic and Safety
- Ø Urban Landscape/Amenities



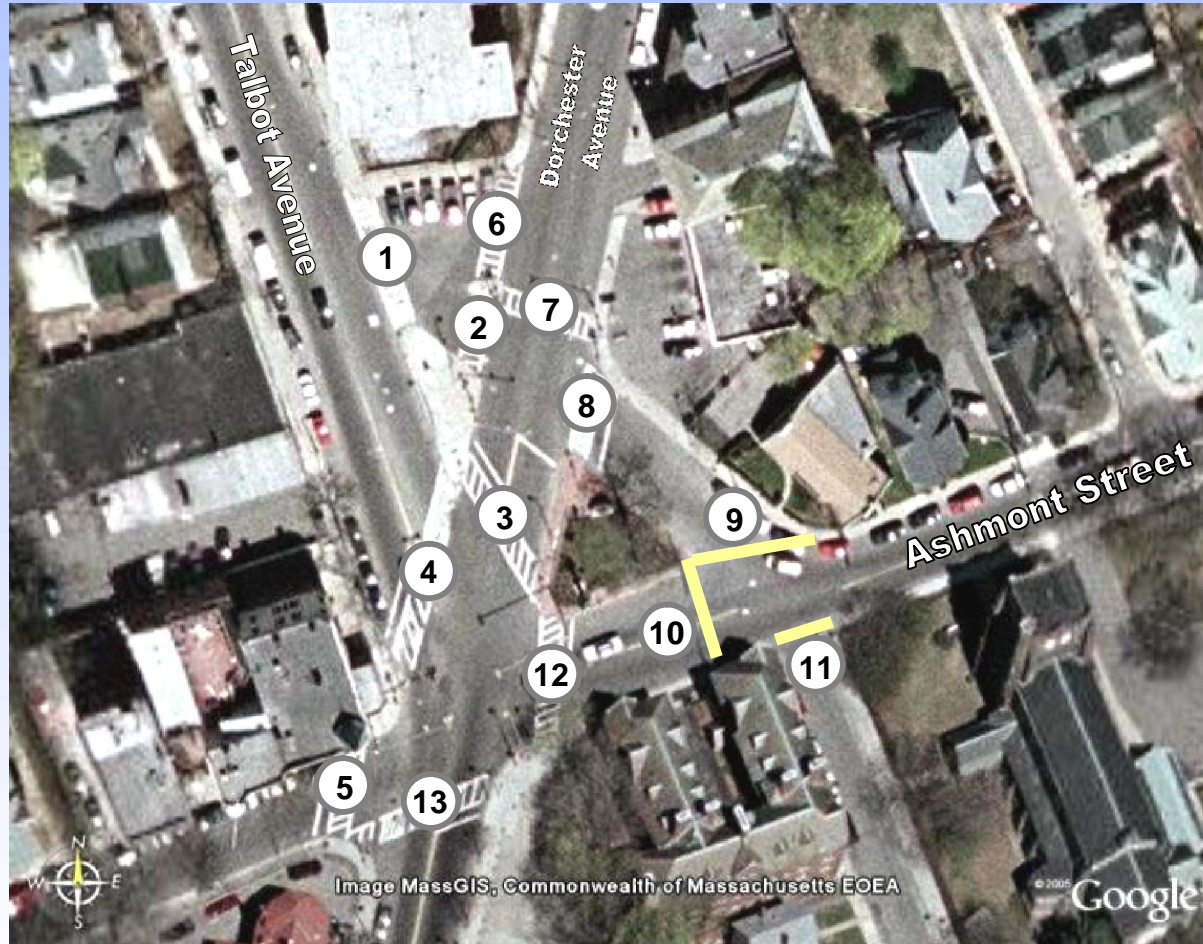
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## Existing Conditions: Safety & Geometry



- Ø Numerous, lengthy crosswalks and minimal pedestrian amenities
- Ø Many points of entry/points of conflict
- Ø Excessive vehicle pavement
- Ø Awkward geometry and many islands

 Unmarked Crossing

 Crossing #



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## Existing Conditions: Site Conditions



 Historic Building  
Three Squares to Honor Veterans

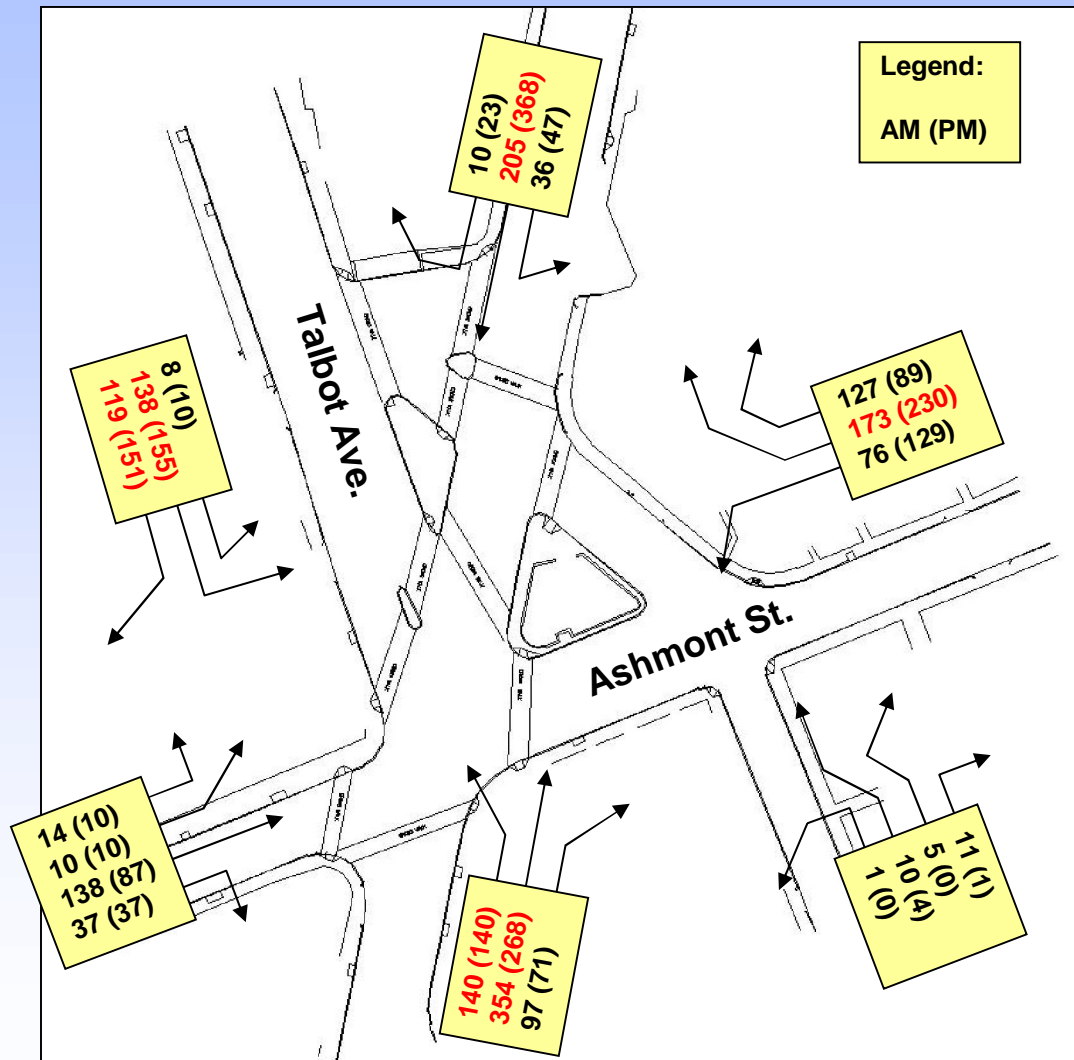


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## Existing Conditions: Traffic Volumes by Movement



- Ø Dot Ave is heaviest corridor, followed by Ashmont Street
- Ø Heavy movement from Ashmont Street to Talbot Avenue



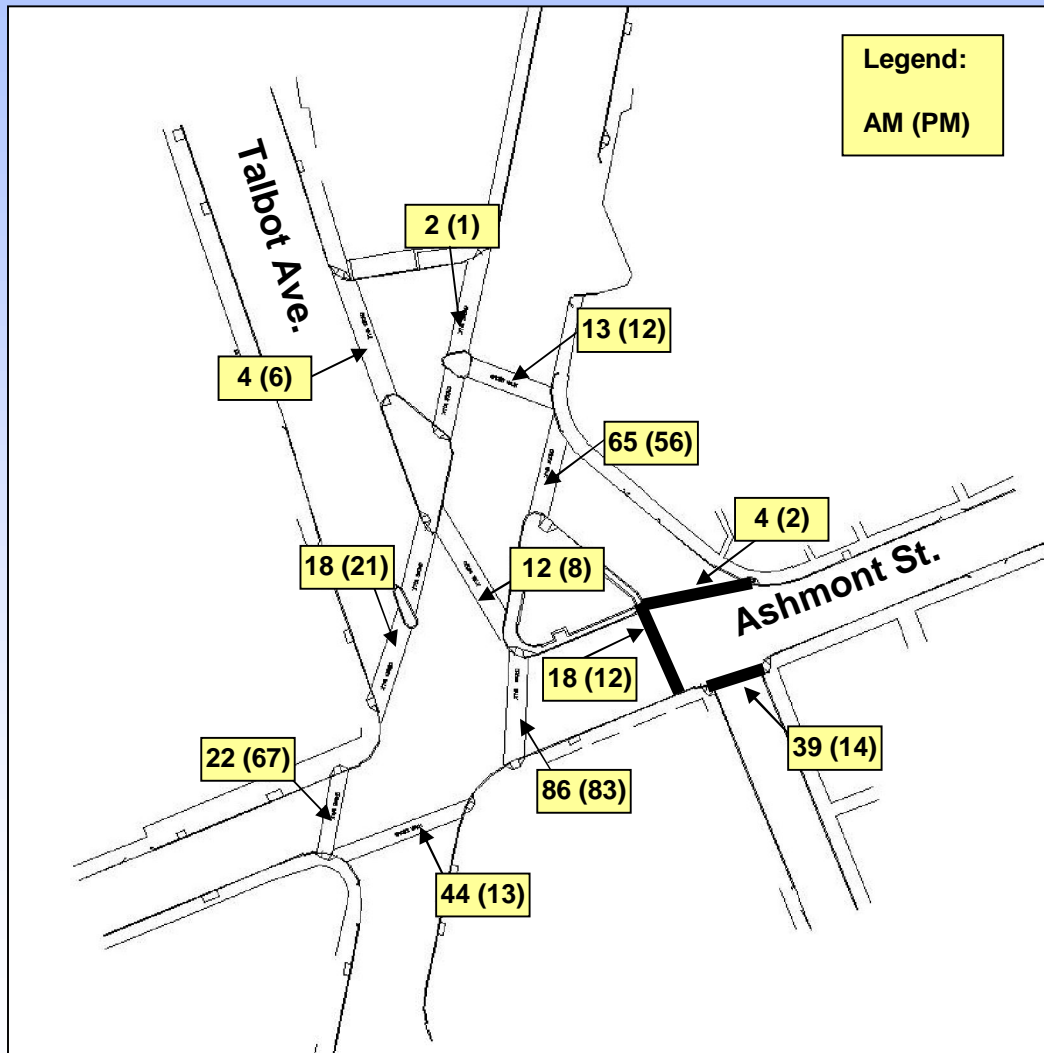
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# Peabody Square Improvement Project

## Existing Conditions: Pedestrian Volumes by Crossing



- Ø Pedestrian volumes during peak hours
- Ø Dot Ave is heaviest pedestrian corridor
- Ø Heavy morning crossing from Ashmont westbound

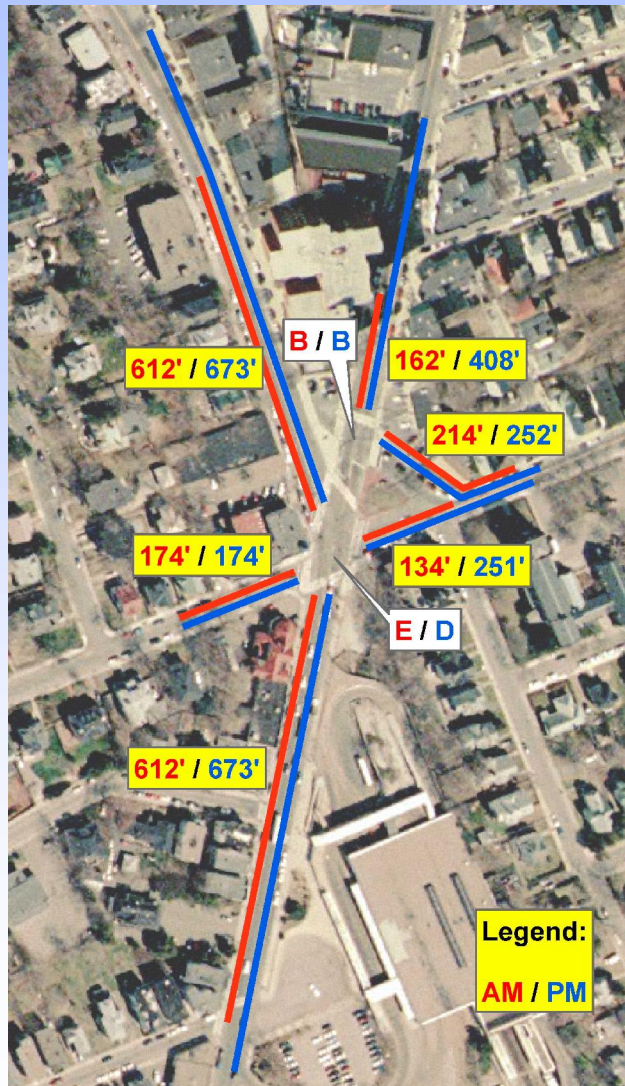


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# Peabody Square Improvement Project

## Existing Conditions: Traffic Analysis / Deficiencies



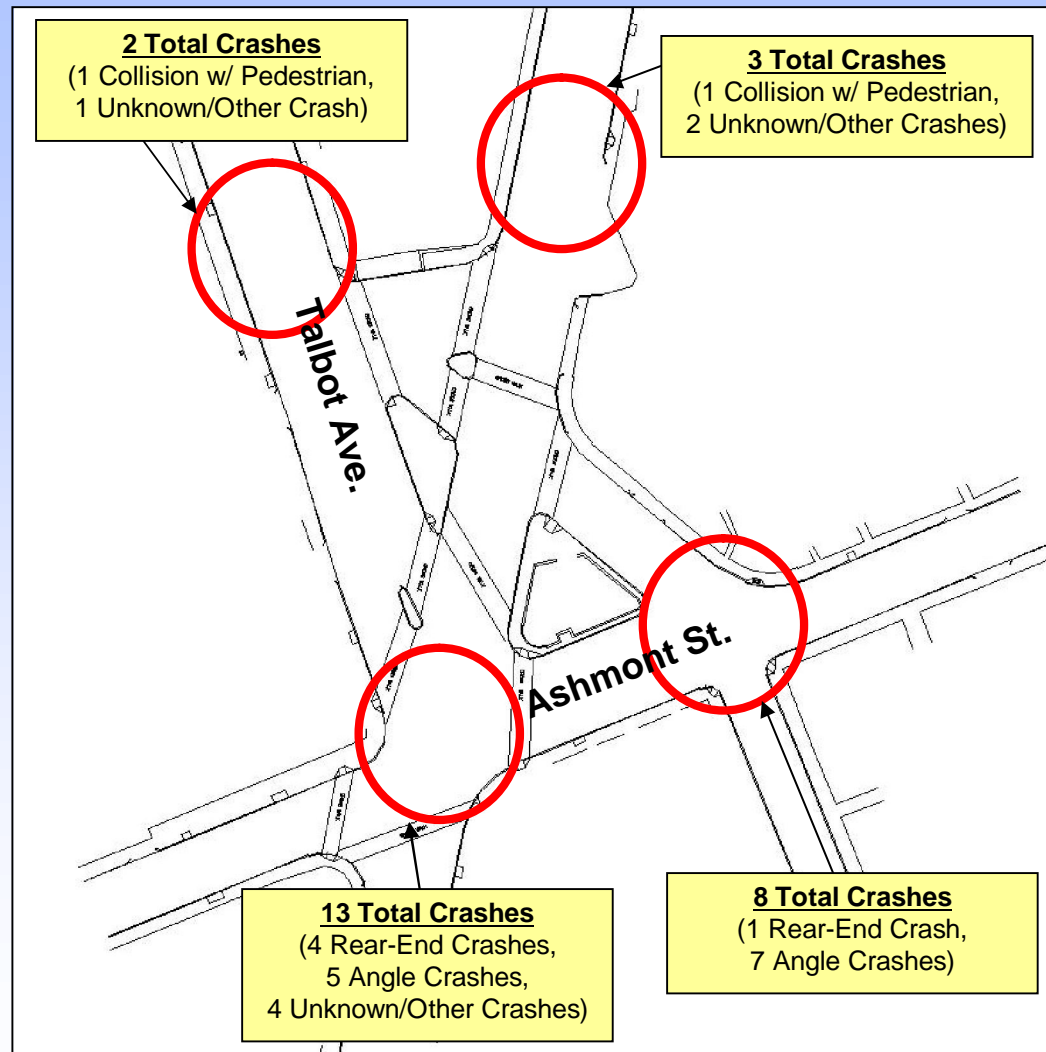
- Ø Ashmont St/Talbot Ave/Dot Ave intersection is key problem area
- Ø Long average delays (>80 sec/veh) due to:
  - Ø Multiple signal phases
  - Ø Concurrent movements
  - Ø Lack of left-turn bays
- Ø Long queues on Dot Ave., Talbot Ave., and Ashmont/ Bushnell St. extension
- Ø Fire Station preemption



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## Existing Conditions: Crash History (MassHighway Data 2001 – 2003)



- Ø Focused along Ashmont Street Corridor (Dot Ave. and Bushnell St.)
- Ø Angle collisions most frequent
- Ø Possible causes
  - Ø Constrained sight distance
  - Ø Drivers trying to beat signals
  - Ø Multiple conflict points, especially at Talbot Ave./ Ashmont/ Dot Ave.



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# Peabody Square Improvement Project

## Existing Conditions: Bus Routes



- Ø 4 MBTA routes through Square (3 on Talbot Ave.)
- Ø Approx. 30 buses/hr through Square at peak hours
- Ø All originate from Ashmont Station
- Ø Ashmont Station renovations improve bus impacts on square traffic (driveway reconfiguration)



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# Peabody Square Improvement Project

## Existing Conditions: Parking



### Ø Parking Summary

Ø Off-Street Parking: 29 spaces

Ø On-Street Resident Parking: 16 spaces

Ø On-Street Regulated Parking: 41 spaces

Ø On-Street Unregulated Parking: 39 spaces

Ø Total: 125 spaces



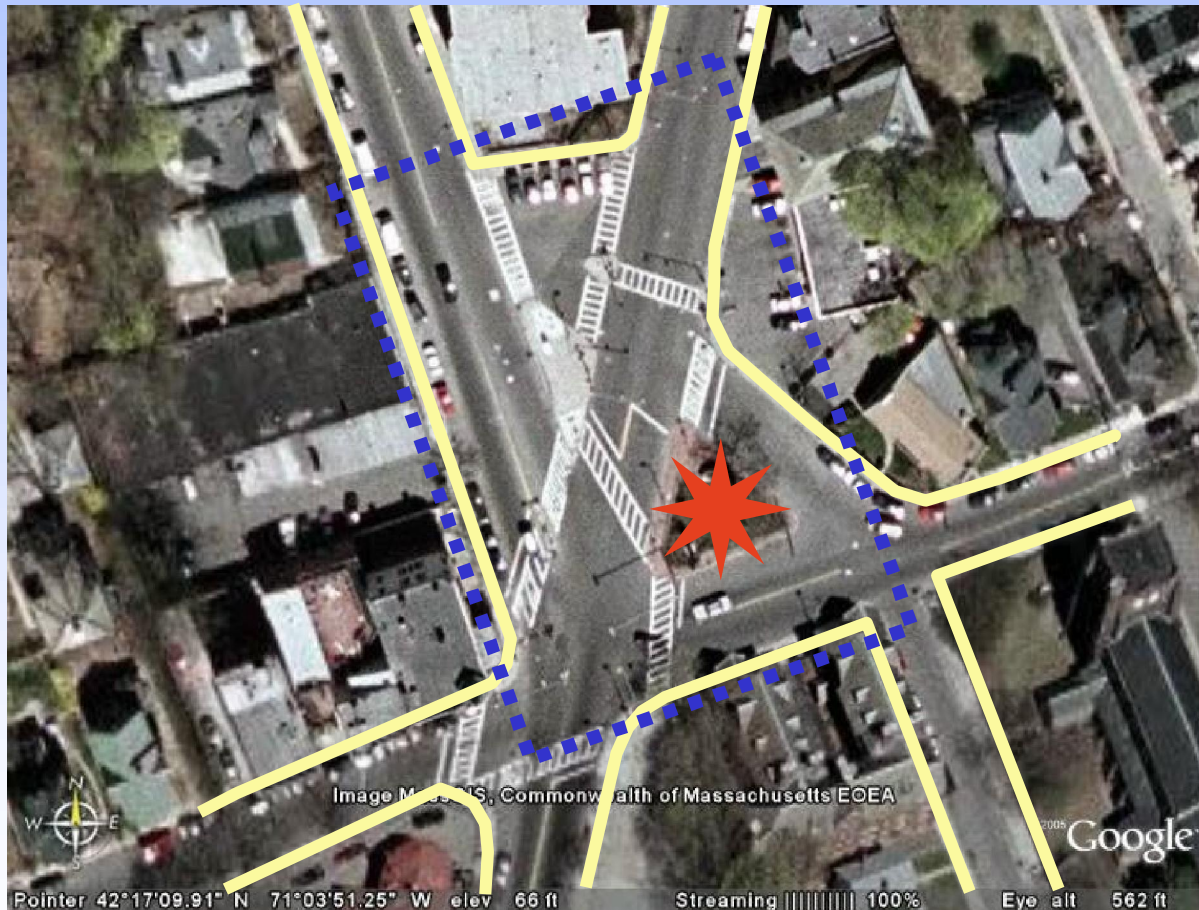
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## Existing Conditions: Urban Landscape



- Ø Minimal street trees & plantings
- Ø Lack of pedestrian furnishings, amenities & gathering spaces
- Ø Clock tower/square isolated



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# Peabody Square Improvement Project

## Design Opportunities



- Ø Gateway Threshold
- Ø Street Level Active Use Zone
- Ø Views
- Ø Landmark
- Ø Connections to Peabody Square Park & Ashmont T Station
- Ø Peabody Square Park



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# Peabody Square Improvement Project

## Urban Design Opportunities: Enhance Neighborhood Focus on the Square



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## Urban Design Opportunities: Improve Arrival to the Square by Creation of Gateways



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## Urban Design Opportunities: Create Spaces that Act as Nodal Points Along the Dot Ave Corridor



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## Urban Design Opportunities: Create Usable Pedestrian Environments with Amenities



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## Urban Design Opportunities: Use of Landscaping to Enhance Edge, Transitions and Provide Character

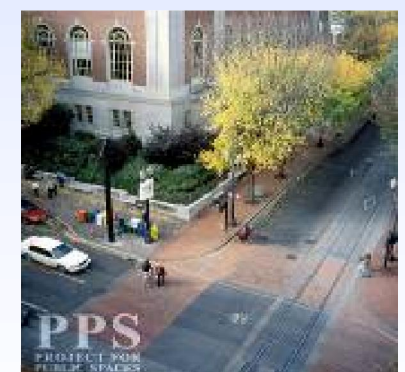


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## Urban Design Opportunities: Create a Palette of Durable Materials that Link the Edges



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## Universal Design

**The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.**

(The Center for Universal Design)

- Ø Provide consistent means of use for all users
- Ø Avoid specialized adaptation for special needs
- Ø Security and safety should be consistent for all users



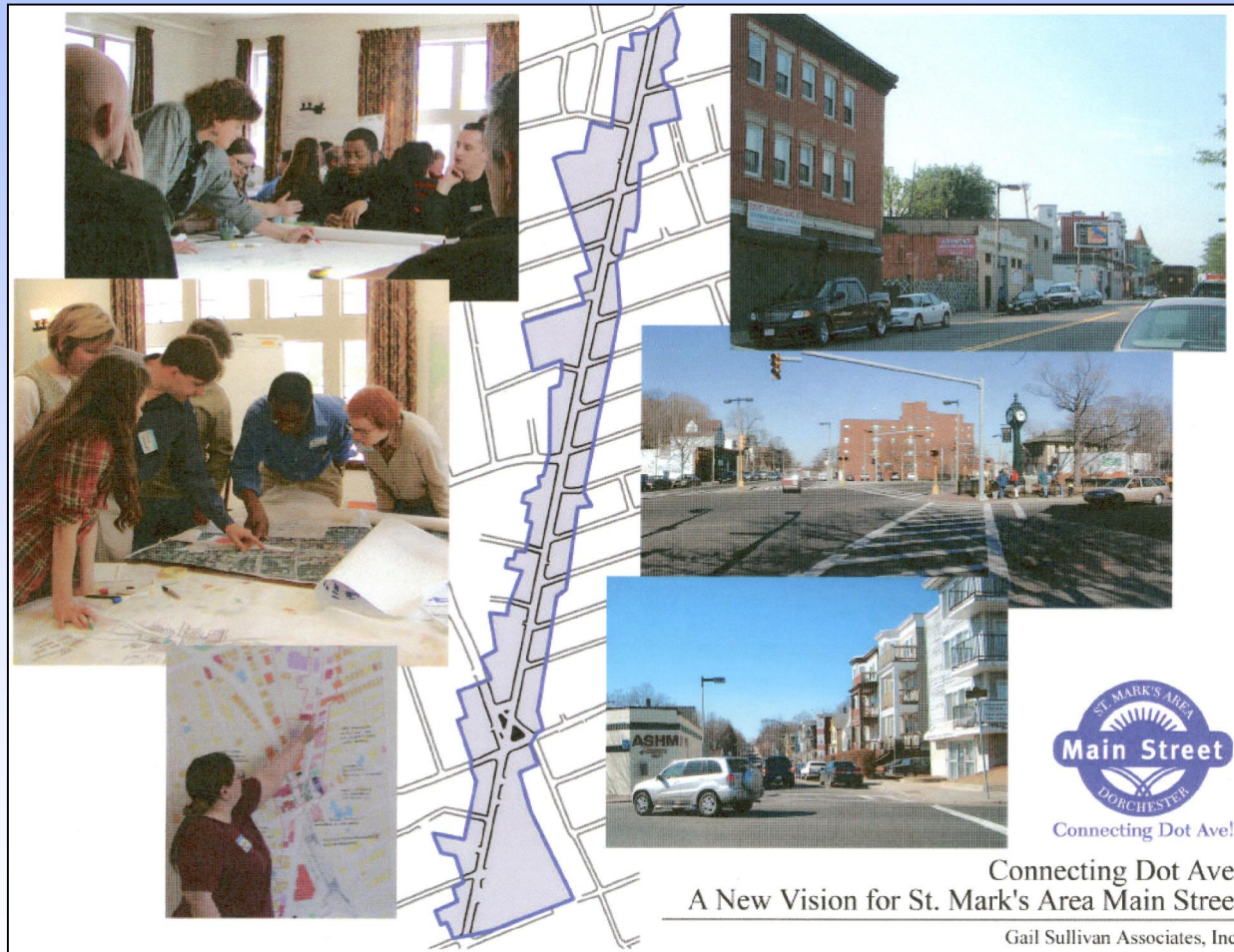
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## St. Mark's Area Main Street Vision



- Ø Prepared by Gail Sullivan Associates, Inc.
- Ø Completed in June 2004
- Ø Comprehensive community process and evaluation
- Ø Developed reconfiguration options for square

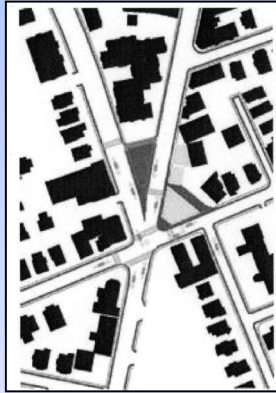


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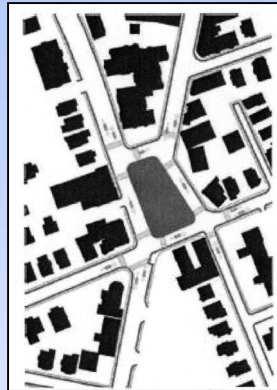


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## Reconfiguration Options



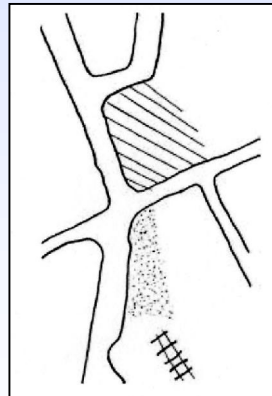
Star



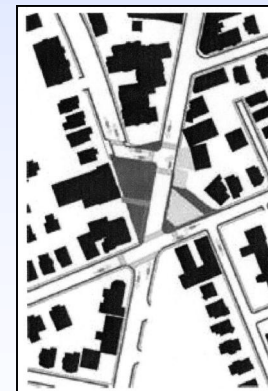
Island



X Scheme



Scheme 1



Scheme 2



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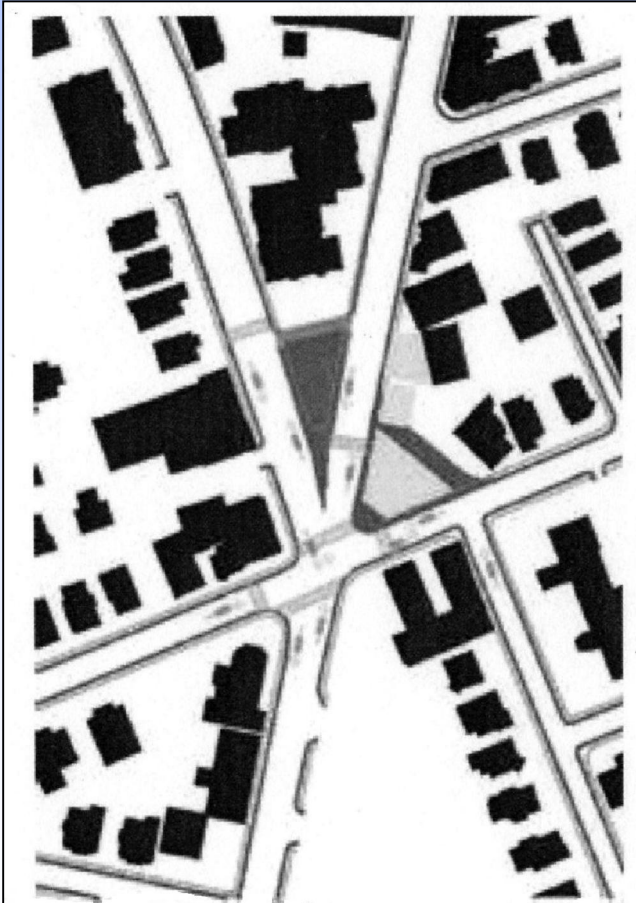
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# Peabody Square Improvement Project

## Design Option: The Star



### ü Pros

- Single intersection
- Reduced conflict points/safer
- New parcel/open space on east side of Dot Ave.
- Gateway green/plaza connected with the Ashmont Station Plaza

### X Cons

- Difficult maneuvers between westbound Ashmont St. and Dot Ave. north
- Green island isolated by Talbot Ave./Dot Ave.
- All vehicle moves converge at one location
- Multiple signal phases/increased delays



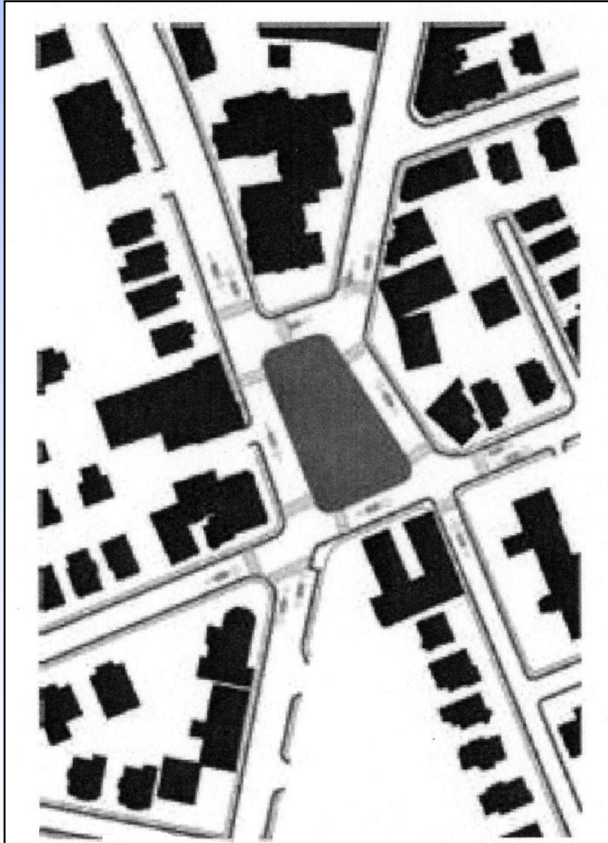
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# Peabody Square Improvement Project

## Design Option: An Island



### ü Pros

- Large village green
- Configuration consistent with traffic calming principles
- Operate as two lane rotary
- One signalized intersection

### X Cons

- Green is an island not connected/enriching sidewalks and businesses
- Park edges not bordered by architecture
- Long pedestrian route to cross street
- Four intersections, numerous crosswalks, conflict points
- Indirect vehicle travel routes

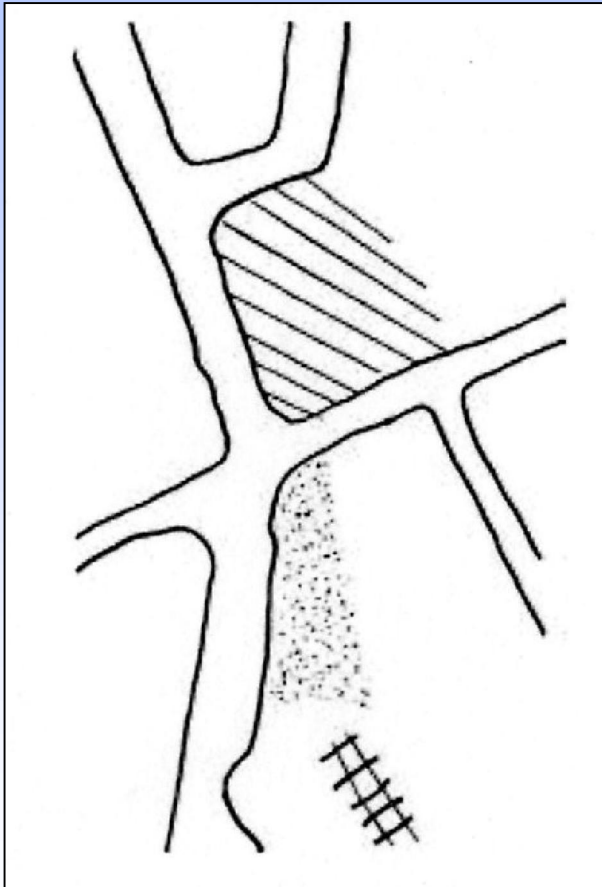


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# Peabody Square Improvement Project

## Design Option: Scheme 1



### ü Pros

- Improved ped flow, reduced conflicts
- Ashmont Station park/plaza extended north into new parcel
- Open spaces connected/activated by businesses

### X Cons

- Dot Ave northbound traffic difficult turn move for trucks
- Dot Ave corridor disrupted/heavy through movement
- Two signalized intersections
- Increased queuing on Dot. Ave. southbound



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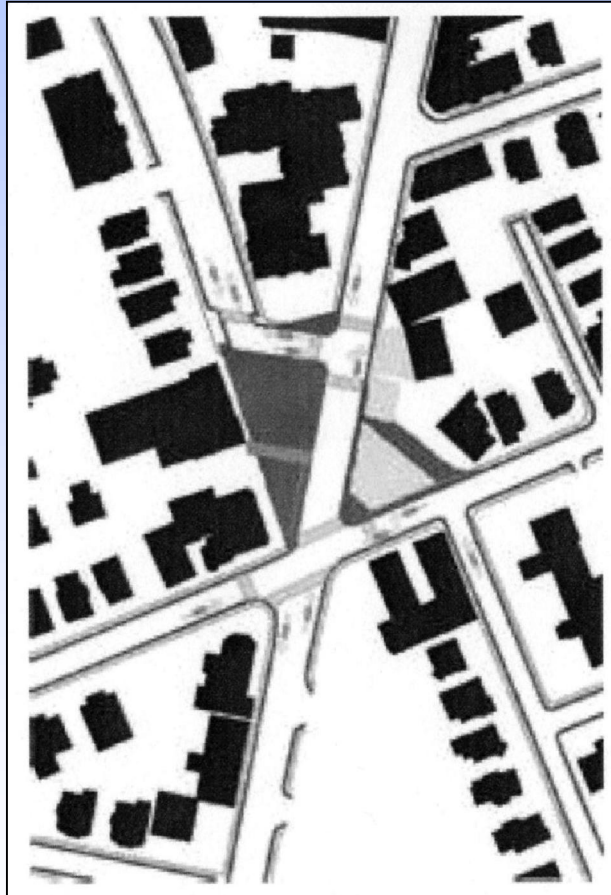
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## Design Option: Double Intersection/Scheme 2



### ü Pros

- Maintains Dot Ave. as linear corridor
- Improved ped paths, reduced conflicts
- Talbot Ave. intersection may be combined with fire station access
- Creates new parcel on east side of Dot Ave.
- Gateway green/plaza, suitable space for community gatherings
- Open spaces connected/ activated by businesses

### X Cons

- Difficult maneuver between westbound Ashmont St. and Dot Ave. north – affects location of clock
- Heavy demand Ashmont St. west to Talbot Ave.



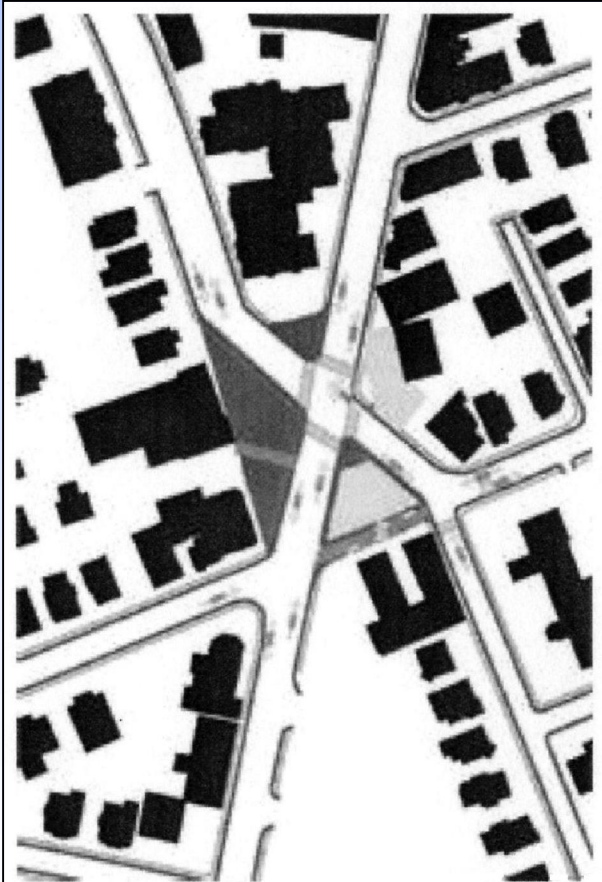
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# Peabody Square Improvement Project

## Design Option: X Solution



### ü Pros

- Improved ped paths, reduced conflicts
- Ashmont Station park/plaza extended north into new parcel
- Open space, west edge
- Improves Ashmont/Talbot maneuver

### X Cons

- Dot Ave. north to eastbound Ashmont St. maneuver difficult
- Crosswalks at Ashmont St. and Dot Ave.
- Proximity of driveways to intersection
- Two signalized intersections

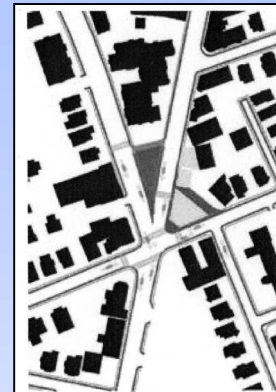


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## Public Input/Discussion



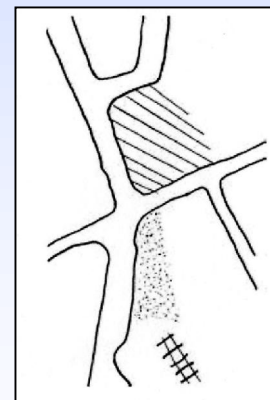
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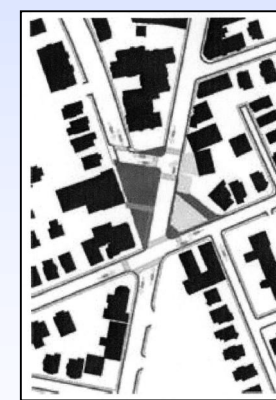
Island



X Scheme



Scheme 1



Scheme 2



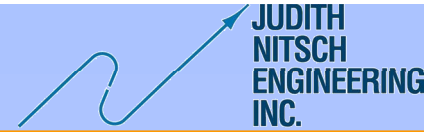
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## What's Next

- Ø Concentrate further analysis on one or two options
- Ø Second public meeting in May
- Ø Preliminary design completed in June



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